

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RNAV - STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.33**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> KPWM	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 29	<u>ORIGINAL/AMENDMENT</u> ORIG	<u>CITY</u> PORTLAND	<u>STATE</u> ME
<u>AIRPORT ELEVATION</u> 76	<u>TDZE</u> 56	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u> 15W
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>EPOCH YEAR</u> 2020

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
ENE VOR/DME		NAXIE		TF	FB	1.00	071.25	12.92	3000
KAYCC		NAXIE		TF	FB	1.00	103.93	21.52	3000
SLAMZ	IAF	SAPPE		TF	FB	1.00	335.46	5.32	3000
TAATE	IAF	SAPPE		TF	FB	1.00	244.49	5.00	3000
NAXIE	IAF	BANTE		TF	FB	1.00	095.01	5.00	3000
SAPPE	IF	WAGUM		TF	FB	1.00	296.24	4.93	2200
BANTE	IF	DITAC		TF	FB	1.00	095.09	4.00	3000
DITAC		CELOV		RF	FB	1.00	2.20 NM RADIUS CCW (CFQJR)	3.05	2800
CELOV		WAGUM		RF	FB	1.00	2.20 NM RADIUS CCW (CFQJR)	3.05	2200
WAGUM	PFAF	DREMM*		TF	FB	0.30	296.17	0.78	
DREMM		GOMTE*		RF	FB	0.30	2.00 NM RADIUS CW (CFCMV)	0.99	
GOMTE		OVAYA*		RF	FB	0.30	1.35 NM RADIUS CCW (CFEKW)	2.12	
OVAYA		FAWER*		RF	FB	0.30	1.24 NM RADIUS CW (CFFCM)	1.21	
FAWER		RW29	MAP	TF	FO	0.30	290.32	1.30	
RW29	MAP	306 MSL		CA			290.32		
306 MSL		BUXTO		DF	FO	1.00			3000

MISSED APPROACH

MAP:

RNP 0.10: DA
RNP 0.13: DA

AIRPORT ID
KPWM

PROCEDURE NAME
RNAV (RNP) Z RWY 29

ORIGINAL/AMENDMENT
ORIG

CITY
PORTLAND

STATE
ME

RNP 0.30: DA

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 3000 DIRECT BUXTO AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

PROFILE:

1. PT SIDE OF COURSE OUTBOUND FT WITHIN MILES OF (IAF)

2. PROFILE STARTS AT WAGUM

3. FAC: * PFAF: WAGUM DIST PFAF TO MAP: DIST PFAF TO THLD:

4. MIN ALT: WAGUM 2200

5. DIST TO THLD FROM PFAF: 6.40 MM: IM: 150 HAT: 250 HAT: 0.65

6. MIN GP INCPT: 2200 GP ALT AT PFAF: WAGUM 2200, DREMM 1941, GOMTE 1616, OVAYA 918, FAWER 520 MM: IM:

7. GP ANGLE: 3.10 34:1: IS CLEAR 20:1: IS CLEAR TCH: 50.0

8. MSA FROM: RW29 3600

PBN REQUIREMENTS NOTES:

RNP AR APCH - GPS, RF. AUTHORIZATION REQUIRED.

EQUIPMENT REQUIREMENTS NOTES:

NOTES:

CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -15C OR ABOVE 54C.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE RNP 0.10 ALL CATS VISIBILITY TO 4000.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE RNP 0.13 ALL CATS VISIBILITY TO 6000.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE RNP 0.30 ALL CATS VISIBILITY TO 1 3/8 SM.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA.
CHART NOTE: PROCEDURE NA FOR AIRCRAFT WITH WINGSPAN GREATER THAN 136 FEET.
CHART PROFILE NOTE: SEE PLANVIEW FOR MULTIPLE IF LOCATIONS.
CHART PLANVIEW NOTE AT DITAC: DO NOT EXCEED 200 KIAS UNTIL WAGUM.
CHART NOTE: PROCEDURE NA FOR ARRIVALS ON ENE VOR/DME AIRWAY T295 SOUTHWESTBOUND.

ADDITIONAL FLIGHT DATA:

HOLD W, RT, 110.15 INBOUND.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA STANDARD.

AIRPORT ID
KPWM

PROCEDURE NAME
RNAV (RNP) Z RWY 29

ORIGINAL/AMENDMENT
ORIG

CITY
PORTLAND

STATE
ME

CATEGORY:		A			B			C			D			E	
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
RNP 0.10 DA	306	2400	250	306	2400	250	306	2400	250	306	2400	250			
RNP 0.13 DA	438	3500	382	438	3500	382	438	3500	382	438	3500	382			
RNP 0.30 DA	533	5000	477	533	5000	477	533	5000	477	533	5000	477			

AUTHORIZATION REQUIRED

CHANGES - REASONS:
ORIGINAL PROCEDURE

COORDINATED WITH:

A4A ALPA AOPA APA HAI NBAA OTHER: ZAN

FLIGHT CHECKED BY

RICHARD JOHNSON

Richard G Johnson Jr Digitally signed by Richard G Johnson Jr
Date: 2025.09.18 08:17:20 -0600

OFFICE
FLIGHT TECH
ENGINEERING

DATE
09/18/2025

DEVELOPED BY

CHRIS SHEHI

Chris Shehi Digitally signed by Chris Shehi
Date: 2025.10.23 06:47:26 -0700

OFFICE
FLIGHT TECH
ENGINEERING

DATE
10/23/2025

APPROVED BY

ALEC SEYBOLD

Alec Seybold Digitally signed by Alec Seybold
Date: 2025.10.23 09:20:16 -0800

OFFICE
FLIGHT TECH
ENGINEERING

DATE
10/23/2025

TITLE
CHIEF DESIGNER

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
KPWM	RNAV (RNP) Z RWY 29	ORIG	PORTLAND	ME	76	RNAV

PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM ENE VOR/DME **TO** NAXIE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	21.52				

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
1. TOWER (23-000296)	433239.10N/0702414.06W	581	20	3	1A	1000				AT1419	3000
2. TERRAIN	432918.00N/0703127.00W	314 (300)								AS1500	1800

COMPUTATIONS

Select from menu... ALT CIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FEEDER

FROM KAYCC **TO** NAXIE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	12.92				

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
3. AAO	433421.00N/0704936.00W	1027	215	8	4B	2000				MT-100	3000
4. TERRAIN	433257.00N/0704748.00W	1128 (1100)								AS1500	2600

COMPUTATIONS

Select from menu... ALT CIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

100 FT MOUNTAIN REDUCTION.

INITIAL

FROM SLAMZ **TO** SAPPE

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
1.00	5.32				

<u>AIRPORT ID</u> KPWM	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 29	<u>AMDT NO.</u> ORIG	<u>CITY</u> PORTLAND	<u>STATE</u> ME	<u>AIRPORT ELEVATION</u> 76	<u>FACILITY</u> RNAV
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INTERMEDIATE

FROM
SAPPE

TO
WAGUM

<u>RNP</u> 1.00	<u>DISTANCE</u> 4.93	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>	
11. AAO	433900.00N/0700727.00W	237	215	8	4B	500				AC8 AT1455	2200	
12. TERRAIN	433900.00N/0700727.00W	36 (0)								AS1500	1500	

COMPUTATIONS

Select from menu... ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM
BANTE

TO
DITAC

<u>RNP</u> 1.00	<u>DISTANCE</u> 4.00	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>	
13. AAO	433448.00N/0701251.00W	345	215	8	4B	500				AC8 AT2147	3000	
14. TERRAIN	433448.00N/0701251.00W	144 (100)								AS1500	1600	

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM
DITAC

TO
CELOV

<u>RNP</u> 1.00	<u>DISTANCE</u> 3.05	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>AIRPORT ID</u> KPWM	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 29	<u>AMDT NO.</u> ORIG	<u>CITY</u> PORTLAND	<u>STATE</u> ME	<u>AIRPORT ELEVATION</u> 76	<u>FACILITY</u> RNAV
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
15. AAO	433506.00N/0700757.00W	200	215	8	4B	500				AC8 AT2092	2800
16. TERRAIN	433609.00N/0701018.00W	0 (0)								AS1500	1500

COMPUTATIONS

<u>RF SEGMENT</u>	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
DITAC - CELOV	3726	200	216.93	3650.67	48.20	2.20	24.97					CFQJR/3.05 NM

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM
CELOV

TO
WAGUM

<u>RNP</u> 1.00	<u>DISTANCE</u> 3.05	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
17. AAO	434033.00N/0701136.00W	296	215	8	4B	500				AC8 AT1396	2200
18. TERRAIN	433900.00N/0700727.00W	36 (0)								AS1500	1500

COMPUTATIONS

<u>RF SEGMENT</u>	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
CELOV - WAGUM	2963	200	214.44	2887.46	40.29	2.20	23.26					CFQJR/3.05 NM

SEGMENT REMARKS:

FINAL: RNP 0.10

FROM
WAGUM

TO
DREMM

<u>RNP</u> 0.10	<u>DISTANCE</u> 0.78	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				

COMPUTATIONS

Select from menu...	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>

SEGMENT REMARKS:

<u>AIRPORT ID</u> KPWM	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 29	<u>AMDT NO.</u> ORIG	<u>CITY</u> PORTLAND	<u>STATE</u> ME	<u>AIRPORT ELEVATION</u> 76	<u>FACILITY</u> RNAV
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FINAL: RNP 0.10 STEPDOWN

<u>FROM</u> DREMM						<u>TO</u> GOMTE						
<u>RNP</u> 0.10	<u>DISTANCE</u> 0.99	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>					
<u>OBSTRUCTION</u>		<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u> ASC	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>

COMPUTATIONS

<u>RF SEGMENT</u> DREMM - GOMTE	<u>ALT</u> 1941	<u>KIAS</u> 165	<u>KTAS</u> 174.21	<u>HAA</u> 1865.73	<u>VKTW</u> 38.10	<u>TR</u> 2.00	<u>BA</u> 18.17	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u> 2343.54	<u>VEB OCS</u> 21.02:1	<u>RF CENTER FIX/DISTANCE</u> CFCMV/0.99 NM
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SEGMENT REMARKS:

FINAL: RNP 0.10 STEPDOWN

<u>FROM</u> GOMTE						<u>TO</u> OVAYA						
<u>RNP</u> 0.10	<u>DISTANCE</u> 2.12	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>					
<u>OBSTRUCTION</u>		<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u> ASC	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>

COMPUTATIONS

<u>RF SEGMENT</u> GOMTE - OVAYA	<u>ALT</u> 1616	<u>KIAS</u> 165	<u>KTAS</u> 173.36	<u>HAA</u> 1540.09	<u>VKTW</u> 34.92	<u>TR</u> 1.35	<u>BA</u> 25.08	<u>DTA</u> 0.00	<u>COURSE CHANGE</u> 0.00	<u>DVEB</u> 2503.79	<u>VEB OCS</u> 21.02:1	<u>RF CENTER FIX/DISTANCE</u> CFEKW/2.12 NM
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SEGMENT REMARKS:

FINAL:RNP 0.10 STEPDOWN

<u>FROM</u> OVAYA						<u>TO</u> FAWER						
<u>RNP</u> 0.10	<u>DISTANCE</u> 1.21	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>					

<u>AIRPORT ID</u> KPWM	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 29	<u>AMDT NO.</u> ORIG	<u>CITY</u> PORTLAND	<u>STATE</u> ME	<u>AIRPORT ELEVATION</u> 76	<u>FACILITY</u> RNAV
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u> ASC	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
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COMPUTATIONS

<u>RF SEGMENT</u>	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
OVAYA - FAWER	918	165	171.57	842.32	27.92	1.24	25.05			2502.90	21.02:1	CFFCM/1.21 NM

SEGMENT REMARKS:

FINAL: RNP 0.10 STEPDOWN

FROM
FAWER

TO
RW29

<u>RNP</u> 0.10	<u>DISTANCE</u> 1.3	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 250	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u> ASC	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u> 306
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COMPUTATIONS

Select from menu...	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
										2213.12	21.02:1	

SEGMENT REMARKS:

FINAL: RNP 0.13

FROM
WAGUM

TO
DREMM

<u>RNP</u> 0.13	<u>DISTANCE</u> 0.78	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u> ASC	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
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COMPUTATIONS

Select from menu...	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

<u>AIRPORT ID</u> KPWM	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 29	<u>AMDT NO.</u> ORIG	<u>CITY</u> PORTLAND	<u>STATE</u> ME	<u>AIRPORT ELEVATION</u> 76	<u>FACILITY</u> RNAV
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FINAL: RNP 0.13 STEPDOWN

<u>FROM</u> DREMM						<u>TO</u> GOMTE						
<u>RNP</u> 0.13	<u>DISTANCE</u> 0.99	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>					
<u>OBSTRUCTION</u>		<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u> ASC	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>

COMPUTATIONS

<u>RF SEGMENT</u> DREMM - GOMTE	<u>ALT</u> 1941	<u>KIAS</u> 165	<u>KTAS</u> 174.21	<u>HAA</u> 1865.73	<u>VKTW</u> 38.10	<u>TR</u> 2.00	<u>BA</u> 18.17	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u> 2494.28	<u>VEB OCS</u> 21.01:1	<u>RF CENTER FIX/DISTANCE</u> CFCMV/0.99 NM
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SEGMENT REMARKS:

FINAL: RNP 0.13 STEPDOWN

<u>FROM</u> GOMTE						<u>TO</u> OVAYA						
<u>RNP</u> 0.13	<u>DISTANCE</u> 2.12	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>					
<u>OBSTRUCTION</u>		<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u> ASC	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>

COMPUTATIONS

<u>RF SEGMENT</u> GOMTE - OVAYA	<u>ALT</u> 1616	<u>KIAS</u> 165	<u>KTAS</u> 173.36	<u>HAA</u> 1540.09	<u>VKTW</u> 34.92	<u>TR</u> 1.35	<u>BA</u> 25.08	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u> 2654.49	<u>VEB OCS</u> 21.01:1	<u>RF CENTER FIX/DISTANCE</u> CFEKW/2.12 NM
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SEGMENT REMARKS:

FINAL: RNP 0.13 STEPDOWN

<u>FROM</u> OVAYA						<u>TO</u> FAWER						
<u>RNP</u> 0.13	<u>DISTANCE</u> 1.21	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>					

<u>AIRPORT ID</u> KPWM	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 29	<u>AMDT NO.</u> ORIG	<u>CITY</u> PORTLAND	<u>STATE</u> ME	<u>AIRPORT ELEVATION</u> 76	<u>FACILITY</u> RNAV
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u> ASC	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
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COMPUTATIONS

<u>RF SEGMENT</u> OVAYA - FAWER	<u>ALT</u> 918	<u>KIAS</u> 165	<u>KTAS</u> 171.57	<u>HAA</u> 842.32	<u>VKTW</u> 27.92	<u>TR</u> 1.24	<u>BA</u> 25.05	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u> 2653.60	<u>VEB OCS</u> 21.01:1	<u>RF CENTER FIX/DISTANCE</u> CFFCM/1.21 NM
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SEGMENT REMARKS:

FINAL: RNP 0.13 STEPDOWN

FROM
FAWER

TO
RW29

<u>RNP</u> 0.13	<u>DISTANCE</u> 1.3	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 382	<u>HMAS</u>
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<u>OBSTRUCTION</u> 19. TREE (23-021341)	<u>COORDINATES</u> 433847.59N/0701629.17W	<u>ELEV MSL</u> 230	<u>HORZ</u> 20	<u>VERT</u> 3	<u>AC</u> 1A	<u>ROC</u>	<u>OCS</u> 21.01:1	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u> 438
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COMPUTATIONS

Select from menu...	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u> 2363.89	<u>VEB OCS</u> 21.01:1	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

ADIP SUBMITTED FOR 132 BUILDING (23-021805) 433853.86N/0701655.00W 5E, CERTIFIED AS 133.4 BUILDING (133.4 433853.2357N/0701655.5433W 1A).

FINAL: RNP 0.30

FROM
WAGUM

TO
DREMM

<u>RNP</u> 0.30	<u>DISTANCE</u> 0.78	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u> ASC	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
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COMPUTATIONS

Select from menu...	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

<u>AIRPORT ID</u> KPWM	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 29	<u>AMDT NO.</u> ORIG	<u>CITY</u> PORTLAND	<u>STATE</u> ME	<u>AIRPORT ELEVATION</u> 76	<u>FACILITY</u> RNAV
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FINAL: RNP 0.30 STEPDOWN

<u>FROM</u> DREMM						<u>TO</u> GOMTE						
<u>RNP</u> 0.30	<u>DISTANCE</u> 0.99	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>					
<u>OBSTRUCTION</u>		<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u> ASC	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>

COMPUTATIONS

<u>RF SEGMENT</u> DREMM - GOMTE	<u>ALT</u> 1941	<u>KIAS</u> 165	<u>KTAS</u> 174.21	<u>HAA</u> 1865.73	<u>VKTW</u> 38.10	<u>TR</u> 2.00	<u>BA</u> 18.17	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u> 3774.49	<u>VEB OCS</u> 20.98:1	<u>RF CENTER FIX/DISTANCE</u> CFCMV/0.99 NM
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SEGMENT REMARKS:

FINAL: RNP 0.30 STEPDOWN

<u>FROM</u> GOMTE						<u>TO</u> OVAYA						
<u>RNP</u> 0.30	<u>DISTANCE</u> 2.12	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>					
<u>OBSTRUCTION</u>		<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u> ASC	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>

COMPUTATIONS

<u>RF SEGMENT</u> GOMTE - OVAYA	<u>ALT</u> 1616	<u>KIAS</u> 165	<u>KTAS</u> 173.36	<u>HAA</u> 1540.09	<u>VKTW</u> 34.92	<u>TR</u> 1.35	<u>BA</u> 25.08	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u> 3934.46	<u>VEB OCS</u> 20.98:1	<u>RF CENTER FIX/DISTANCE</u> CFEKW/2.12 NM
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SEGMENT REMARKS:

FINAL: RNP 0.30 STEPDOWN

<u>FROM</u> OVAYA						<u>TO</u> FAWER						
<u>RNP</u> 0.30	<u>DISTANCE</u> 1.21	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>					

<u>AIRPORT ID</u> KPWM	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 29	<u>AMDT NO.</u> ORIG	<u>CITY</u> PORTLAND	<u>STATE</u> ME	<u>AIRPORT ELEVATION</u> 76	<u>FACILITY</u> RNAV
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u> ASC	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
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COMPUTATIONS

<u>RF SEGMENT</u>	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
OVAYA - FAWER	918	165	171.57	842.32	27.92	1.24	25.05			3933.57	20.98:1	CFFCM/1.21 NM

SEGMENT REMARKS:

FINAL: RNP 0.30 STEPDOWN

FROM
FAWER

TO
RW29

<u>RNP</u> 0.30	<u>DISTANCE</u> 1.3	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 477	<u>HMAS</u>
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
20. TREE (23-045642)	433851.65N/0701625.17W	239	20	3	1A		20.98:1				533

COMPUTATIONS

Select from menu...	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
										3644.29	20.98:1	

SEGMENT REMARKS:

ADIP SUBMITTED FOR 132 BUILDING (23-021805) 433853.86N/0701655.00W 5E, CERTIFIED AS 133.4 BUILDING (133.4 433853.2357N/0701655.5433W 1A).

MISSED APPROACH RNP 0.10

FROM
DA

TO
306 MSL

<u>RNP</u> 0.10-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u> 145
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u> ASC	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
											3000

COMPUTATIONS

Select from menu...	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

<u>AIRPORT ID</u> KPWM	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 29	<u>AMDT NO.</u> ORIG	<u>CITY</u> PORTLAND	<u>STATE</u> ME	<u>AIRPORT ELEVATION</u> 76	<u>FACILITY</u> RNAV
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MISSED APPROACH RNP 0.13

FROM
DA

TO
306 MSL

<u>RNP</u> 0.13-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 277					
<u>OBSTRUCTION</u>		<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u> ASC	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u> 3000

COMPUTATIONS

Select from menu... ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH RNP 0.30

FROM
DA

TO
306 MSL

<u>RNP</u> 0.30-1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 372					
<u>OBSTRUCTION</u>		<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u> ASC	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u> 3000

COMPUTATIONS

Select from menu... ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH

FROM
306 MSL

TO
BUXTO

<u>RNP</u> 1.00	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>
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<u>AIRPORT ID</u> KPWM	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 29	<u>AMDT NO.</u> ORIG	<u>CITY</u> PORTLAND	<u>STATE</u> ME	<u>AIRPORT ELEVATION</u> 76	<u>FACILITY</u> RNAV
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<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u> ASC	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
21. TOWER (23-000142)	434109.00N/0703032.00W	687	250	50	4D	1000					3000
22. TERRAIN	434033.00N/0702715.00W	331 (300)								AS1500	1700
											1800

COMPUTATIONS

Select from menu...	<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

CIRCLING

NOT AUTHORIZED

CIRCLING REMARKS:

MSA

<u>CENTER</u> RW29	<u>RADIUS</u> 25
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<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
360-360	23. TOWER (23-000419)	435044.24N/0704540.76W	316	23.5	2549	50	20	2C	1000		3600

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

**COMMUNICATIONS WITH
BOSTON CENTER**

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	PWM	24	PWM	0.00	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
NA						

WX REMARKS:

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
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APPROACH AND RUNWAY LIGHTING SYSTEM

RW29 - MALSR, HIRL, PAPI-P4R

RUNWAY MARKINGS

PIR-G

RUNWAY VISUAL RANGE

APPROACH, MIDPOINT, ROLLOUT

<u>AIRPORT ID</u> KPWM	<u>PROCEDURE NAME</u> RNAV (RNP) Z RWY 29	<u>AMDT NO.</u> ORIG	<u>CITY</u> PORTLAND	<u>STATE</u> ME	<u>AIRPORT ELEVATION</u> 76	<u>FACILITY</u> RNAV
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<u>GLIDESLOPE ANGLE</u> 3.10	<u>ELEV RWY THRESHOLD</u> 42.2	<u>TCH</u> 50.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 50.3
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE	0.00
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE		

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u> -15C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -15C	<u>APT ISA</u> +14.85C
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CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURES DERIVED FROM STANDARD -30C ISA DEVIATION.
 CRITICAL LOW TEMPERATURES ARE BASED ON ACT.
 DESCENT RATE (FPM): STANDARD TEMP 987 HIGH TEMP 1260.

"VISUAL PORTION OF FINAL" PENETRATIONS

RNP AR

20:1

29

SURFACE IS CLEAR

34:1

29

SURFACE IS CLEAR

PENETRATIONS REMARKS:

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VEGETATION: 60 FEET PER LOCAL ASSESSMENT.
 RNAV MISSED APPROACH.
 PRECIPITOUS TERRAIN EVALUATION COMPLETED.

WAIVER: BANK ANGLE GREATER THAN 3 DEGREES OVAYA TO FAWER
 WAIVER: FROP DISTANCE

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.37
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.2
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	200
DISTANCE FROM	THLD	TO 1500FT POINT	4.89
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	1.2
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	200

THRESHOLD COORDINATES (IF STR-IN) 433838.52N/0701756.37W

ARP COORDINATES 433844.32N/0701831.02W

RUNWAY APCH END AND DIST FURTHEST FROM ARP RW11; 0.76 NM

PFAF COORDINATES 433834.91N/0700946.96W

FIX NAME COORDINATES WAGUM: 433834.91N/0700946.96W, DREMM: 433844.02N/0701050.54W, GOMTE: 433909.15N/0701203.71W, OVAYA: 433858.12N/0701440.75W, FAWER: 433831.31N/0701609.43W

REMARKS
 FINAL APPROACH COURSE CONTAINS MULTIPLE TURNS IN FINAL:
 WAGUM (PFAF) TO DREMM: TRUE COURSE: 281.17, DISTANCE: 0.78 NM
 DREMM TO GOMTE: 2.00 NM RADIUS CW, DISTANCE 0.99 NM
 GOMTE TO OVAYA: 1.35 NM RADIUS CCW, DISTANCE 2.12 NM
 OVAYA TO FAWER: 1.24 NM, RADIUS CW, DISTANCE 1.21 NM
 FAWER TO RW29: TRUE COURSE: 275.32, DISTANCE 1.30 NM

AIRPORT ID
KPWM

PROCEDURE NAME
RNAV (RNP) Z RWY 29

AMDT NO.
ORIG

CITY
PORTLAND

STATE
ME

AIRPORT ELEVATION
76

FACILITY
RNAV

PART E: PREPARED BY

NAME
CHRIS SHEHI

Chris Shehi Digitally signed by Chris Shehi
Date: 2025.10.23 10:26:21
-07'00'

OFFICE
FLIGHT TECH
ENGINEERING

DATE
10/25/2025

TITLE
FLIGHT PROCEDURE
SPECIALIST